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Today's Weather.

Oregon—Fair, northerly winds.
Washington—Fair, except probably
rains on the northwest coast; winds
variable and southerly.

ADVERTISING ASTORIA.

A committee appointed by the chamber of commerce to consider the best methods of advertising Astoria, held a meeting yesterday afternoon. The committee was composed of Jas. W. Welch, president of the chamber of commerce, A. R. Cyrus, Jos. W. Surprenant and J. Q. A. Bowley. With the exception of Mr. Bowley, the committee was unanimous in its views that the only way to advertise Astoria was through some obscure publication, and it selected the Overland Monthly, a magazine that has never been before heard of in the state of Oregon, and which has no standing among the periodicals of the United States. This has been the method employed by the chamber of commerce since its inception. There has never been a time in the history of that organization that it has ever appropriated or spent one dollar to assist any home newspaper. Every dollar spent by the organization has gone to outside publications, with the result that neither the chamber of commerce, nor the city of Astoria, or Clatsop county, has ever realized one particle of benefit from the stupidity of its members. During all the time that the chamber of commerce has been in existence, it has not secured one dollar of capital, it has not secured one single farmer, it has not secured one single enterprise, and the money paid out for advertising in foreign publications has been wasted.

This is not the first time this obscure and defunct organization has squandered the people's money by advertising in obscure publications. It has spent during its existence thousands of dollars to advertise Astoria and its resources, but not one penny has ever been paid to a home newspaper. The home newspapers have endeavored to build up a sentiment in the city for the patronizing of some merchants and home industries, but their efforts have always been retarded by the mossback organization.

When it was reported on the streets yesterday that the committee had awarded a contract to the Overland Monthly, the indignation knew no bounds. Dozens of the members of the organization stated that they would withdraw from it and would positively refuse to pay any more dues. The result will be that inside of 30 days there will not be enough brains left in the organization to hold a coroner's inquest over. The organization is supposed to be composed of the prominent business men of the city, but owing to the mossback proclivities of some of the leading members, they have refused to attend the meetings, and there has not been a meeting of this organization for the past three months that has had an attendance of to exceed eight members, and most of them were the fall of '49, spring of '50 mossbacks.

But this Amalgamated Order of Mossbacks has none of the best of the newspapers of Astoria. Every publisher in Astoria has agreed not only that they will not attend a meeting of the organization, but they will refuse to publish its proceedings and propose to completely ignore the order of antiquated ideas. Not only that, but there is not a newspaper that will ever publish a descriptive article of Astoria and its resources as long as the present coterie of hold hulkers are at the head of the outfit. If they want to advertise the city and county in an obscure publication and pay \$500 for it, they can do so. There has never been a dollar spent by the chamber of Commerce in the past 16 years that has ever brought one single capitalist to Astoria, not a single farmer, not a single manufacturer. When applications are received from eastern people for a copy of the Astoria papers, the letter will be relegated to the waste basket. The Amalgamated Order of Astoria Mossbacks imagine that they are cutting a squash, and it remains to be seen what the result will be.

From now on the Chamber of Commerce will never be noticed in any

newspaper of Astoria and it is possible they may have a hard time to rustle that \$500, as they have not that amount in the treasury, and no one that is interested in patronizing home industries should subscribe a cent to the nefarious grafting proposition. This fight is not to end here. It will be continued until from the ashes of the dry bones of mossbackism an organization will spring up that will represent the business and commercial interests of the city and county, and not the grafting propensities of an obscure publication.

WHIPPLE FRANCHISE.

The common council at its meeting Monday night showed due deference to the rights of the public by adopting the suggestions of the Astorian relative to granting franchises at the same time showing no inclination to refuse a franchise where the parties showed a determination to conform to its provisions. The decision to prepare two separate ordinances, one for telephone and telegraph and one for gas and electric light gives the applicants an opportunity of accepting one or both. Mr. Whipple and Mr. Clinton were present and were willing for the council to pass any ordinance granting them a franchise with reasonable restrictions. They conveyed the impression that there were people behind the enterprise that would not only construct the proposed lines but would bring capital to Astoria.

There is no question that an improvement in the present telephone service will meet with the hearty approval of nine-tenths of the people. The present company show no inclination to better their service, which is considered one of the poorest in the state, but in this respect, it is similar to the Bell telephone service in every city where it is used. It is claimed that the fault lies principally in the Astoria office.

Relative to the gas and electric light franchise there seems to be a difference of opinion as to its proving a paying investment. It is contended by the promoters that the price of lights and gas is altogether too high and that they propose to supply a better service for less money. For this reason and upon these statements, the granting of the franchise is approved by a large number.

The opinion obtains among the members of the common council that no franchise should be granted except under proper restrictions and that it is easier to place the restrictions in the ordinance granting the franchise than to attempt to regulate it after a franchise has been granted. This is along the lines suggested by the Astorian. There is no one but wants to see outside capital come to Astoria and invest and no one will place any obstacle in the way for the fulfillment of any project backed by capital and upon which work is commenced within a reasonable time and completed with a reasonable time. There is no intention on the part of the council to bottle the city up on a long franchise as would have been the result had the ordinance presented by Mr. Whipple been passed.

There is no doubt but the granting of the franchise, if its provisions are strictly lived up to, will result in bringing outside capital to the city and that the establishment of the services proposed will both improve the service and cheapen the cost of lights.

Both Mr. Whipple and Mr. Clinton are inclined to grant any concessions and are confident that they will be able to perform all the requirements of the ordinance. As to whether it will be a paying investment is a matter which they have probably investigated and they seem willing to take the chances. There can be no reasonable objection to the enterprise providing all the conditions of the franchise are strictly lived up to.

FARMERS TRUST.

The Tillamook Herald is authority for the statement that the farmers in Kansas are going to organize a trust. It is not stated whether it is to perpetuate farming, or keep the cranks out of the asylum. The Herald says:

The Kansas man who is trying to organize a trust among the farmers is likely to be faded to a frazzle by a New Jersey man. He proposes to herd the whole job lot into one grand aggregation. His scheme is to form a trust of farmers for the importation of farm labor from abroad, the employment of worthless men from the great cities, the education of farmers' sons to such a degree that they would be willing to remain on the farms, and the education of farmers' daughters for rural wives instead of for department store clerks. In syndicate or trust farming he would have the farmers of every community unite along the trust idea, some of them to stay at home and work, others to go to the markets to sell and all to buy on the co-operative plan. We do not know his working plans, but no matter what they have there will be a whole lot of joiners.

THE UNSURPASSED VINTAGE.

Now being shipped of G. H. Mumm's Extra Dry accounts for the phenomenal imports of 131,329 cases in 1904. Immense reserves of the superb 1898, 1899, and 1900 vintages guarantee continuance of its remarkable quality.

A PSYCHIC MESSAGE

IT ROUSED A RAILROAD OFFICIAL TO
SUDDEN ACTIVITY.The Story of a Special Train That
Was Sidetracked and How the
Passenger Traffic Manager Got
Warning of the Mishap.

A number of railroad officials were chatting after a business meeting, when the discussion chanced to drift upon the question whether railroad men are superstitious.

Presented with the opportunity to display their knowledge, some of the passenger men drifted into the realms of esoteric Buddhism and psychic phenomena, with a touch of spiritualism thrown in for full measure. Finally one of the party, a passenger traffic manager, insisted that he was neither superstitious nor did he understand psychic phenomena.

"Just the same," he concluded, "I had one of those psychic things happen to me when I was engaged in trying to induce every one in Nashville to travel by the Louisville and Nashville. The Grau Opera company was coming to town for a week's engagement, and the outfit, scenery and all, was coming over our line, thanks to the persuasive ability of the Louisville and Nashville's gentlemanly representative, who at that time was your humble servant.

"The day before the grand opera season should be upon us the advance agent called upon me and, rubbing his hands gleefully, declared that the advance sales had been enormous.

"A good first night," he declared, "would make the engagement a record breaker. If everything goes well to-morrow night they can't stop us. I suppose that scenery is on the way all right and will show up on time?"

"I assured him that it was as he supposed, and he left me in a happy frame of mind. The next day as I was sitting in my office thinking about nothing particular the conviction flashed upon me that it was up to me to get the Grau scenery to town in time for the opening performance. I laughed at the conviction at first, but it recurred to me with irresistible force, and I could not get it out of my head that the scenery was doing time on a side track somewhere between St. Louis and Nashville. I remembered that the opening opera was to be 'Aida,' which requires the double stage and therefore an endless amount of scenery. Accordingly if that scenery did not arrive no makeshift would supply the want of it.

"By early afternoon I had worked myself into a state bordering upon nervous prostration, and finally I bolted for Major James Geddes' office. The major was then a division superintendent, and, after apologizing for mixing up in a matter that was really none of my business, I asked him if the Grau scenery was on the way.

"Certainly it is," he replied convincingly. "It left St. Louis early last evening and is coming special on a fast schedule. It will be here within an hour from now."

"How do you know all that?" I demanded.

"Know it, know it?" shouted the major wrathfully. "How do I know I'm alive? Haven't I got the reports showing the makeup of the special, the time it left St. Louis and the schedule on which it is running? You had better go back to your office, young man, and keep on selling tickets. Don't meddle with the operating department unless you can talk sense."

"Just the same, major," I insisted, "I have reason to know that the Grau scenery is not on the way to Nashville."

"The major's wrath knew no bounds. 'Where is it, then?' he snorted.

"Somewhere on a side track between here and St. Louis," I replied.

"Young man," said the major, rising, "you are such a blamed fool that I will break my rule and take the trouble to convince you that you are one instead of kicking you out of my office. Come with me."

"We rushed upstairs to the train dispatcher's office, where the major ordered the dispatcher to show me progress of the Grau special.

"It's not progressing. It has been lying on the side track at Riolo for five hours," replied the dispatcher, "and I've been scouring the system for an engine. The special's engine went dead."

"The major forgot me, forgot everything, except that special. In a trice he had another engine tearing up the track to get to Riolo from a point a few miles away, and then he cleared the track and gave the scenery the right of way clear to Nashville. That run of 185 miles from Riolo to Nashville stands as a southern record today, but it burned up nearly every car in the outfit to make it. The special arrived thirty minutes before opening time. I had an army of wagons and men waiting for it, and before the curtain was rung up every stick of it was in place."

"What did the major say?" was asked.

"The next day he sent for me and said, 'Young man, the next time you have one of those nutty hunches hit the main line and see me before it works off.'—S. G. A. in Chicago Record-Herald.

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